

JMYT-258US

- 2 -

Please replace the paragraph beginning at page 3, line 5 with the following:

02 Modern diesel engine designs are tending towards so-called "common-rail" fuel injection systems. The use of these are particularly preferred in the present invention because of the ability to control quantity and timing of fuel injection. Accordingly, one method of operating the present invention is to incorporate, during the enriched operating conditions, such a quantity of fuel post combustion in the main power stroke, as to reach in the exhaust gases, λ of 0.95 or richer. This may be achieved by generally known means. The post combustion enrichment may be in one or more of the cylinders, providing that the overall air/fuel ratio reaches 0.95 or richer. Of course, the quantity of air may be restricted as an alternative, or in addition, providing that driveability is not noticeably affected.

Please replace the paragraph beginning at page 6, line 4 with the following:

03 The catalyst in its stainless steel enclosure was then removed from the car and fitted to the exhaust system of a four-cylinder engine capable of operating slightly rich. It was coupled to a dynamometer mounted on a bench. The fuel used contained 250 ppm sulfur. The catalyst was exposed to exhaust gas corresponding to $\lambda = 0.95$ for a total period of 5 minutes at a maximum of 500°C. The average temperature was 450°C. After this treatment the catalyst was refitted to the car and retested in the standard way, with the following results: 0.119 and 0.257 g/km for hydrocarbon and carbon monoxide respectively.

IN THE CLAIMS:

Please cancel claim 10 and replace claims 1-7, 9, and 11 with the following amended claims:

04
1 Subcar 1. (Amended) A diesel (compression ignition) engine having
2 combustion management means and an exhaust gas aftertreatment system without a
3 NO_x trap, which system comprising a platinum-group metal (PGM) catalyst liable to be
4 poisoned by fuel sulfur to cause significant degradation of catalyst performance, which
5 engine is fuelled, at least intermittently, by a fuel containing such levels of sulfur as to